Operation of private airlines on non-profitable/non-tnmfc routes

*273. SHRI M. A. BABY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number and frequency of the non-profitable/non-trunk routes being Operated by each private airlines;

(b) whether Government propose to suggest some ratio of trunk and non-trunk routes for private airlines in order to ensure passenger convenience;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) Air Taxi Ope-rators have undertaken services to various stations on commercial considerations. A list of such stations is at statement-I. Copy of Guidelines issued recently, specifying the level of minimum scheduled services on various routes to be provided by scheduled air transport operators in the country is at state-ment-II.

(d) Does not arise.

Statement-I

Details of the Stations Operated by Air Taxi Operators

	STATION
1. *M/S M.G. Express Ltd.*	1. Delhi 2. Jammu 3. Hyderabad 4. Cochin 5. Goa 6. Madras 7. Bombay 8. Bangalore 9. Calcutta
2. *M/S Delhi Gulf Airways Services (P) Ltd.*	1. Delhi 2. Modipuram 3. Kotdwar 4. Patiala 5. Agra
3. *M/S East-West Airlines*	1. Bombay 2. Cochin 3. Combatore 4. Calcutta 5. Calicut 6. Delhi 7. Bangalore 8. Jodhpur 9. Madras 10. Trivandrum 11. Rajkot 12. Bhavnagar 13. Aurangabad 14. Baroda 15. Pune 16. Guwhati 17. Belgaum 18. Goa 19. Mangalore 20. Jaipur 21. Madurai
4. *M/S Archana Airways*	1. Delhi 2. Jammu 3. Kullu

		4. Ludhiana 5. Chandigari 6. Hisiar
5.	*M/S Damania Airways*	1. Bombay 2. Calcutta 3. Bangalore 4. Goa 5. Delhi 6. Pune 7. Indore 8. Madras
6.	*M/S Jet Airways*	1. Delhi 2. Bombay 3. Coimbatore 4. Calicut 5. Goa 6. Baroda 7. Ahmedabad 8. Cochin 9. Hyderabad 10. Bangalore
7.	*M/S Sahara India Airlines*	1. Delhi 2. Bangalore 3. Bombay 4. Calcutta
8.	*M/S Jagson Airlines*	1. Delhi 2. Kullu 3. Chandigarh
9.	*M/S Raj Aviation*	1. Bombay 2. Mangalor 3. Triputi 4. Agra

Statement-II

Provision of Service in Different Categories of Routes

CATEGORY-I

Routes connecting directly

BOMBAY—BANGALORE	**CALCUTTA—DELHI**
BOMBAY—CALCUTTA	**CALCUTTA—BANGALORE**
BOMBAY—DELHI	**CALCUTTA—MADRAS**
BOMBAY—HYDERABAD	**DELHI—BANGALORE**
BOMBAY—MADRAS	**DELHI—HYDERABAD**
BOMBAY—TRIVANDRUM	**DELHI—MADRAS**

CATEGORY-II

Routes connecting stations in North-Eastern region, Jammu and Kashmir, Andaman and Nicobar and Laksha-* dweep.

CATEGORY-III

Routes other than those in Category-I and Category-II

* * *

Any one who operates scheduled air tdansport service on one or more of the routes under Category-I, shall be required to provide such service in Categories-II and III as indicated below:—

The operator will deploy on routes in Category-II at least 10 per cent of the capacity he deploys on routes in Gate.! ory-I and of the capacity thus required to be deployed on category II routes, at least 10 per cent would be deployed on services or segments thereof operated exclusively within the North-Easiern region, Jammu and Kashmir; Andaman & Nocobar and Lakshadweeo

The operator will deploy on routes in Category-Ill. at least 50 per cent of the capacity he deploys on routes in Category-I.

Note 1: A service operated on a Cate-gory-I route as a part of international air service will not be reckoned for the above purpose.

Note 2: Capacity deployed will be reckoned in Available Seat Kilometres (ASKM).

Note 3: On multiple sector routes like Delhi-Calcutta-Guwahati - Im-phal, the capacity provided on Delhi-Calcutta sector will count towards Oategory-I, That provided on Calcutta-Guwahati sector will count towards Cate-gory-TJ and the capacity on Guwahati-Imphal secto- will down towards service exclusively within Category-n.

Re-employment of rurners in Maruti Udyog

*274. CHOWDHRY HARl SINGH-Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that most of the employees including turners appointed in 1975 by the Maruti Udyog Ltd. were retrenched in 1977 as a result of the closuse thereof;

(b) if so, the details thereof;

(c) whether it is also a fact that most of the employees -including turners, retrenched in 1977 have since been reemployed; and

(d) whether Government propose to re-employ the remaining employees including turners, if any; if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SMT. KRISHNA SAHI); (a) to (d) Maruti Limited which was set up on 4-6-1971 went into liquidation and was wound up by an order passed by the High Court of Punjab and Haryana at Chandigarh on 6th March, 1978. A liquidator was appointed on 22-7-1977 and subsequent to this appointment all employees of Maruti Limited were discharged. The" assets of the erstwhile Maruti Limited were acquired by Government under the Maruti Limited (Acquisition and Transfer of Undertakings) Act, 1930. Some of the retrenched employees of the erst-while Maruti Limited filed Petitions from time to time in the Courts seeking re-employment in Maruti Udyog Limited, which were rejected by the Courts. However the Government of Haryana made a reference of the industrial disputes raised by some employees of the erstwhile Maruti Limited to the Labour Court in 1988. The Labour Court made an award in their favour on 28-7-1993. The award has since been stayed by the High Court. The matter is now subjudice.